

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

		A24CE Revision 87 RAYTHEON
200	A100-1 (U-21J)	
200C	A200 (C-12A)	
200CT	A200 (C-12C)	
200T	A200C (UC-12B)	
B200	A200CT (C-12D)	
B200C	A200CT (FWC-12D)	
B200CT	A200CT (C-12F)	
B200T	A200CT (RC-12D)	
300	A200CT (RC-12G)	
300LW	A200CT (RC-12H)	
B300	A200CT (RC-12K)	
B300C	A200CT (RC-12P)	
1900	A200CT (RC-12Q)	
1900C	B200C (C-12F)	
1900D	B200C (UC-12M)	
	B200C (C-12R)	
	B200C (UC-12F)	
	1900C (C-12J)	
		May 4, 2004

TYPE CERTIFICATE DATA SHEET NO. A24CE

This data sheet which is part of Type Certificate No. A24CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Raytheon Aircraft Company
9709 E. Central
Wichita, Kansas 67201

I - Model 200, Super King Air (Normal Category), Approved December 14, 1973 (See NOTES 10 and 11)
Model A200C (UC-12B), Super King Air (Normal Category), Approved February 21, 1979 (See NOTE 11)
Model 200C, Super King Air (Normal Category), Approved February 21, 1979 (See NOTE 11)
Model B200, Super King Air (Normal Category), Approved February 13, 1981 (See NOTES 10 and 11)
Model B200C, Super King Air (Normal Category), Approved February 13, 1981 (See NOTES 10 and 11)
Model B200C (C-12F), (UC-12F), (UC-12M) and (C-12R), Super King Air (Normal Category), Approved February 13, 1981, (See NOTES 10, 11, and 12)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine 2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41
(turboprop) per Beech Specification BS 22096 (200, 200C, A200C)

2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-42
(turboprop) per Beech Specification BS 23319/1 (B200, B200C)

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and
JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

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I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Oil (Engine & Gearbox) UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils

Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	850	2230	101.5%	2000*	750 (200, 200C, A200C)
Max. continuous	850	2230	101.5%	2000*	750 (200, 200C, A200C)
Takeoff (5 min.)	850		101.5%	2000*	800 (B200, B200C)
Max. continuous	850		101.5%	2000*	800 (B200, B200C)
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	750

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque-meter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

Propeller and
Propeller Limits

2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades for: BB-1 through BB-815; BB-817 through BB-824; BL-1 through BL-29; BJ-1 and after or Hartzell T10178K-3R or T10178NK-3R blades for: BB-816, BB-825 through BB-1438, BB-1440 through BB-1443; BL-30 through BL-72; BL-124 through BL-138; BU-1 and after
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 5(a)
Secondary flight idle stop - See NOTE 5(b)
Reverse -9°
Feathered +90°

Propeller and
Propeller Limits
(B200C Serials BL-73 through BL-123)(C-12F)

2 McCauley 4HFR34C754 hubs with McCauley 94LA-0 blades
Diameter: 94 in. (maximum); minimum allowable for repairs: 93 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 13(a)
Ground idle stop - See NOTE 13(b)
Reverse -10.0 ±0.4°
Continuous operation on the ground is prohibited between 600 and 1150 r.p.m. The propeller must be feathered to ground idle at rotational speeds below 600 propeller shaft r.p.m.

Propeller and
Propeller Limits
(B200 Serials
BB-1193 through BB-1438,
BB-1440 through BB-1443,
BB-1463,) (B200C Serials
BL-124 through BL-138
BP-64 & after, and
BV-1 & after)

2 McCauley 3GFR34C702 hubs with McCauley 100LA-2 blades
Diameter: 98 in. (maximum); minimum allowable for repair: 97 in.
No further reduction permitted.
Pitch settings at
Flight idle stop - See NOTE 5(a)
Reverse -10°
Feathered +86.8°

I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Propeller and
Propeller Limits
(B200 Serials
BB-1439, BB-1444 & after
except BB-1463)(B200C
Serials BL-139 & after
and BW-1 & after)

2 McCauley 4HFR34C771 hubs with McCauley 94LA-O blades
Diameter: 94 in. (maximum); minimum allowable for repairs: 93.5 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 13(a)
Reverse $-10.0 \pm 0.4^\circ$
Feathered $87.5 \pm 3^\circ$
Continuous operation on the ground is prohibited between 600 and 1100 r.p.m. The propeller must be feathered at rotational speeds below 600 propeller shaft r.p.m.

Or

2 Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades
Diameter: 93 in. (maximum); Minimum Allowable for repairs: 92 in.
No further reduction permitted
Pitch Settings at:
Flight Idle Stop-See Note 13(c)
Reverse $-11.2 \pm 0.5^\circ$
Feathered $+87.9 \pm 0.5^\circ$
Continuous operation on the ground is prohibited between 500 and 1,180 RPM. The propeller must be feathered at rotational speeds below 500 propeller shaft RPM.

Or

2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 5(a)
Secondary flight idle stop - See NOTE 5(b)
Reverse -9°
Feathered $+90^\circ$

Airspeed Limits
(CAS)

Max. operating speed 310 m.p.h. (270 knots) up to 8,500 ft.
Max. operating Mach No. 0.48
The above airspeed limits BB-2; BB-6 through BB-198

Max. operating speed 299 m.p.h. (260 knots) up to 15,000 ft.
Max. operating Mach No. 0.52
The above airspeed limits BB-199 and up, BL-1 and up, BJ-1 and up, BP-64 and up, BU-1 and up, BV-1 and up, BW-1 and up

Maneuvering speed 209 m.p.h. (182 knots)
Maximum flap extension speed
Approach position 14° 230 m.p.h. (200 knots)
100% position 35° 165 m.p.h. (144 knots)(200, 200C, A200C)
100% position 35° 178 m.p.h. (155 knots)(B200, B200C)
Landing gear extended 209 m.p.h. (182 knots)
Landing gear operating
Extension 209 m.p.h. (182 knots)
Retraction 188 m.p.h. (164 knots)

I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

C.G. Range (Landing Gear Extended)	(+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 5552 in.-lb. (Standard landing gear) Moment change due to retracting landing gear - 6040 in.-lb. (High-flotation landing gear)			
Empty Wt. C.G. Range	None			
Maximum Weight	Ramp	12,590 lb.		
	Takeoff	12,500 lb.		
	Landing	12,500 lb.		
	Zero fuel	10,400 lb. (See NOTE 1) (200, 200C)		
	Zero fuel	11,000 lb. (See NOTE 1) (B200, B200C, A200C)		
Minimum Crew	One pilot One pilot and one copilot for FAR 135 operation (B200 High Density Configuration; See NOTE 11)			
No. of Seats and Cabin Loading	Maximum 15 (including crew at +129). (S/N BB-2 through BB-1833, BB-1835 through BB-1842, BL-1 through BL-147). See Loading Instructions in Pilot's Operating Handbook for approved seating and cargo configurations. Maximum 11 (including two crew at +129) (9 cabin passengers maximum) (S/N BB-1834, BB-1843 and later, BL-148 and later) See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.			
Maximum Baggage	410 lb. (+325)(200, A200C, 200C, B200 prior to BB-1091; B200C prior to BL-58) 550 lb. (+325)(B200, BB-1091 & after; B200C, BL-58 & after, BP-64 & after, BU-1 & after, BV-1 & after, BW-1 & after) (200, 200C, B200 prior to BB-1091; B200C prior to BL-58 when kit 101-5068-1 is installed). 350 lb. nose (+70); 260 lb. pod forward (+165); 195 lb. pod aft (+214); 510 lb. aft cabin (+325) (B200 High Density Configuration; See NOTE 11).			
Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Auxiliary LH	79.5	79	+204
	Auxiliary RH	79.5	79	+204
	Main LH	195	193	+185
	Main RH	195	193	+185
	See NOTE 1(a) for data on unusable fuel			
Oil Capacity	31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil.			
Maximum Operating Altitude	35,000 ft. - Serials BB-38, BB-39, BB-42, BB-44, BB-54, and after*, BL-1 and after, BP-64 and after, BU-1 and after, BV-1 and after, BW-1 & after) 31,000 ft. - Serials prior to BB-54 except BB-38, BB-39, BB-42, and BB-44; BJ-1 and after *And any earlier airplanes modified by Beechcraft Kits 101-5007 and 101-5008 in compliance with Beechcraft Service Instruction Number 0776-341. 25,000 ft. (B200 High Density Configuration; See NOTE 11) For FAR 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate)			

I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

Control Surface Movements	Wing flap	Maximum	35°		
	Aileron tabs	Up	15°	Down	15°
	Aileron	Up	25°	Down	15°
	Elevator tabs	Up	3° 30'	Down	13°
	Elevator	Up	20°	Down	14°
	Rudder tab	Right	15°	Left	15°
	Rudder	Right	25°	Left	25°
Serial Nos. Eligible	200:	BB-2, BB-6 through BB-733, BB-735 through BB-792, BB-794 through BB-828, BB-830 through BB-853, BB-871 through BB-873, BB-892, BB-893, BB-895, BB-912, BB-991			
	A200C:	BJ-1 and up			
	200C:	BL-1 through BL-36			
	B200:	BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-990, BB-992 through BB-1313, BB-1315 through BB-1384, BB-1389 and up. See notes 23 and 24.			
	B200C:	BL-37 and up, BP-64 and up, BU-1 through BU-10, BV-1 through BV-10, BW-1 & up. See Note 23.			

II - Model A200, Super King Air, (C-12A) or (C-12C)(Normal Category), Approved June 20, 1975 (See NOTE 11)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine	2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-38 (turboprop) per Beech Specification BS 22550. For Airplane Serial BC-1 through BC-61 and BD-1 and up (C-12A)				
	2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 for Airplane Serial BC-62 and up (C-12C) plus BC-1 through BC-61 and BD-1 through BD-30 (C-12A) when modified per Beech Service Instruction C-12-0076.				
	See NOTE 15				
Fuel	JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels.				
Oil (Engine & Gearbox)	UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils.				
Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	750*	1970**	101.5%	2000***	705****
Max. continuous	750	1970**	101.5%	2000***	705****
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	705****
*See Note 8. **See Note 14. ***See Note 4. ****See Note 9.					

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

II - Model A200 (cont'd)

Propeller and Propeller Limits	2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in. No further reduction permitted Pitch settings at Flight idle stop - See NOTE 5(a) Secondary flight idle stop - See NOTE 5(b) Reverse -9° Feathered +90°			
Airspeed Limits (CAS)	Max. operating speed	310 m.p.h. (270 knots) up to 8,500 ft.		
	Max. operating Mach No.	0.48		
	The above airspeed limits	BC-1 through BC-61 and BD-1 and up (C-12A)		
	Max. operating speed	299 m.p.h. (260 knots) up to 15,000 ft.		
	Max. operating Mach No.	0.52		
	The above airspeed limits	BC-62 and up and BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076 (C-12C)		
	Maneuvering speed	209 m.p.h. (182 knots)		
	Maximum flap extension speed			
	Approach position 14°	230 m.p.h. (200 knots)		
	100% position 35°	165 m.p.h. (144 knots)		
	Landing gear extended	209 m.p.h. (182 knots)		
	Landing gear operating			
	Extension	209 m.p.h. (182 knots)		
	Retraction	188 m.p.h. (164 knots)		
C.G. Range (Landing Gear Extended)	(+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 5552 in.-lb. (Standard ldg gear) Moment change due to retracting landing gear - 6040 in.-lb. (HI-Float ldg gear)			
Empty Wt. C.G. Range	None			
Maximum Weight	Ramp	12,590 lb.		
	Takeoff	12,500 lb.		
	Landing	12,500 lb.		
	Zero fuel	10,400 lb. (See NOTE 1)		
Minimum Crew	One pilot			
No. of Seats	Maximum 15 (including crew at +129). See loading instructions in AFM for approved seating and cargo configurations. (Note: An AFM revision may be required to include the approved seating and cargo configurations.)			
Maximum Baggage	150 lb. (+292), and 350 lb. (+325) 150 lb. (+292), and 410 lb. (+325) BC-30 and up			
Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Auxiliary LH	79.5	79	+204*
	Auxiliary RH	79.5	79	+204*
	Main LH	195	193	+185
	Main RH	195	193	+185

II - Model A200 (cont'd)

See NOTE 1(b) for data on unusable fuel.
*See NOTE 7.

Oil Capacity	31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil.			
Maximum Operating Altitude	31,000 ft. For FAR 91 Operations: As limited by FAR 91			
Control Surface Movements	Wing flap	Maximum	35°	
	Aileron tabs	Up	15°	Down 15°
	Aileron	Up	25°	Down 15°
	Elevator tabs	Up	3° 30'	Down 13°
	Elevator	Up	20°	Down 14°
	Rudder tab	Right	15°	Left 15°
	Rudder	Right	25°	Left 25°
Serial Nos. Eligible	(C-12A) BC-1 through BC-61. (C-12C) BC-62 and up (C-12A) BD-1 and up (C-12C) BC-62 through BC-75 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076			

III - Model 200T, Super King Air (Normal Category), Approved December 15, 1976

Model 200CT, Super King Air (Normal Category), Approved February 21, 1979

Model A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), and (RC-12H), Super King Air (Normal Category), Approved April 17, 1980 (See NOTES 10, 11, 12, and 16)

Model B200T, Super King Air (Normal Category), Approved February 13, 1981

Model B200CT, Super King Air (Normal Category), Approved February 13, 1981

For Notes, refer to Data Pertinent to All Model 200 Series

Engine	2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 (200T, 200CT, A200CT (BP-1 through BP-51))				
	2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-42 (turboprop) per Beech Specification BS 23290 (B200T, B200CT, A200CT (BP-52 through BP-63))				
Fuel	JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels				
Oil (Engine & Gearbox)	UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils.				
Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	850	2230	101.5%	2000*	750 (200T, 200CT, A200CT) (BP-1 through BP-51)
Max. continuous	850	2230	101.5%	2000*	750 (200T, 200CT, A200CT) (BP-1 through BP-51)
Takeoff (5 min.)	850		101.5%	2000*	800 (B200T, B200CT, A200CT) (BP-52 through BP-63)
Max. continuous	850		101.5%	2000*	800 (B200T, B200CT, A200CT) (BP-52 through BP-63)
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	750
*See Note 4.					

III - Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

Propeller and
Propeller Limits

2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades for BT-1 through BT-19, BT-22, BT-28, BT-31 and BT-32, BN-1, FC-1 through FC-3, BP-1, BP-22, BP-24 through BP-63, GR-1 through GR-19; or Hartzell T10178K-3R or T10178NK-3R blades for: BB-1314, BT-20, BT-21, BT-23 through BT-27, BT-29, BT-30 through BT-34, BN-2 through BN-4.
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 5(a)
Reverse -9°
Feathered +90°

Propeller and
Propeller Limits
(B200T Serials
BT-31 through BT-34)
(B200CT Serials
BN-5 and after)

2 McCauley 3GFR34C702 hubs with McCauley 100LA-2 blades
Diameter: 98 in. (maximum); minimum allowable for repair: 97 in.
No further reduction permitted.
Pitch settings at
Flight idle stop - See Note 5(a)
Reverse - 10°
Feathered +86.8°

Propeller and
Propeller Limits
(B200T Serials
BT-35 and after)
(B200CT Serials
BN-5 and after)

2 McCauley 4HFR34C771 hubs with McCauley 94LA-0 blades.
Diameter: 94 in. (maximum); minimum allowable for repair: 93.5 in.
No further reduction permitted.
Pitch setting at
Flight idle stop - See Note 13(a)
Reverse -10.0 +0.4°
Feathered +87.5 ± 0.3°
Continuous operation on the ground is prohibited between 600 and 1100 rpm.
The propeller must be feathered at rotational speeds below 600 propeller shaft rpm.

OR

2 Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades.
Diameter: 92 in. (maximum); minimum allowable for repairs 92 in.
No further reduction permitted
Pitch settings at:
Flight idle stop - See Note 13(c)
Reverse - 11.2 ± 0.5°
Feathered +87.9 ± 0.5°
Continuous operation on the ground is prohibited between 500 and 1,180 rpm. The propeller must be feathered at rotational speeds below 500 propeller shaft rpm.

III - Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

Airspeed Limits (CAS)	Max. operating speed	282 m.p.h. (245 knots) up to 13,000 ft.		
	Max. operating Mach No.	0.472 13,000 ft. to 35,000 ft. altitude		
	Maneuvering airspeed	196 mph (170 knots)		
	The above airspeed limits	200T, 200CT, B200T, B200CT, and A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H)		
	Max. operating speed	299 m.p.h. (260 knots) up to 15,000 ft.		
	Max. operating Mach No.	0.52		
	Maneuvering airspeed	209 mph (182 knots)		
	The above airspeed limits	A200CT (C-12D) and A200CT (C-12F)		
	Maximum flap extension speed			
	Approach position 14°	230 m.p.h. (200 knots)		
	100% position 35°	178 m.p.h. (155 knots)		
	Landing gear extended	209 m.p.h. (182 knots)		
	Landing gear operating			
	Extension	209 m.p.h. (182 knots)		
	Retraction	188 m.p.h. (164 knots)		
C.G. Range (Landing Gear Extended)	(+185.0) to (+196.4) at 12,500 lb.			
	(+181.0) to (+196.4) at 11,279 lb. or less			
	Straight line variation between points given			
	Moment change due to retracting landing gear (6.50 X 10 main wheels) - 6040 in.-lb. (High-floatation landing gear)			
	Moment change due to retracting landing gear - 5552 in.-lb. (Standard ldg gear) See Operator's Manual for Restricted Category C.G. Range.			
Empty Wt. C.G. Range	None			
Maximum Weight	Ramp	12,590 lb.		
	Takeoff	12,500 lb.		
	Landing	12,500 lb.		
	Zero fuel	10,400 lb.* (200CT, A200CT (C-12D))		
		10,400 lb.* (200T, serials BT-1, BT-2, BT-3, and BT-10)		
		10,800 lb.* (200T, serials BT-4 through BT-9, BT-11 through BT-22 and BT-28)		
		11,000 lb.* (B200T, B200CT, A200CT (C-12F))		
	11,500 lb.* (A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H))			
*See NOTE 1.				
Minimum Crew	One pilot			
No. of Seats and Cargo Loading	Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.			
Maximum Baggage	410 lb. (+325) (200T, 200CT, and A200CT) 550 lb. (+325) (B200T, B200CT, (200T, 200CT, when kit 101-5068-1 is installed.)			
Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Auxiliary LH	79.5	79	+204
	Auxiliary RH	79.5	79	+204
	Main LH	195**	193**	+185
	Main RH	195**	193**	+185
	Wing Tip LH	53	53	+193
	Wing Tip RH	53	53	+193
See NOTE 1(a) for data on unusable fuel.				
*See NOTE 16 on A200CT.				

III -Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

Oil Capacity	31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil.				
Maximum Operating Altitude	35,000 ft. - Models 200T and B200T - BB-1314, BT-1 and after Models 200CT and B200CT, BN-1 and after) 31,000 ft. - Models A200CT - BP-1 through BP-63; GR-1 and after; and FC-1 and after For Part 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate)				
Control Surface Movements	Wing flap	Maximum	35°		
	Aileron tabs	Up	15°	Down	15°
	Aileron	Up	25°	Down	15°
	Elevator tabs	Up	3° 30'	Down	13°
	Elevator	Up	20°	Down	14°
	Rudder tab	Right	15°	Left	15°
	Rudder	Right	25°	Left	25°
Serial Nos. Eligible	200T:	BT-1 through BT-22 & BT-28			
	200CT:	BN-1 only			
	B200CT:	BN-2 and up. See Note 23			
	A200CT (C-12D):	BP-1, BP-19, BP-22, BP-24 through BP-51			
	A200CT (C-12F):	BP-52 through BP-63			
	B200T:	BB-1314, BT-23 through BT-27, BT-29 through BT-38, BT-44 and up. See notes 23 and 24			
	A200CT (FWC-12D):	BP-7 through BP-11			
	A200CT (RC-12D):	GR-1 through GR-12			
	A200CT (RC-12G):	FC-1 through FC-3			
	A200CT (RC-12H):	GR-14 through GR-19			

IV - Model A100-1 (U-21J), Super King Air (Normal Category), Approved May 29, 1974 (See NOTE 11)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine	2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096
Fuel	JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels
Oil (Engine & Gearbox)	UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils

Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	850	2230	101.5%	2000*	750
Max. continuous	850	2230	101.5%	2000*	750
Starting transient (5 sec.)					1000
Max. reverse (1 min.)			88%	1900	750

*See Note 4.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque-meter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

IV - Model A100-1 (cont'd)

Propeller and Propeller Limits	2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in. No further reduction permitted Pitch settings at Flight idle stop - See NOTE 5(a) Secondary flight idle stop - See NOTE 5(b) Reverse -9° Feathered +90°			
Airspeed Limits (CAS)	Max. operating speed	299 m.p.h. (260 knots) up to 15,000 ft.		
	Max. operating Mach No.	0.52		
	Maneuvering airspeed	209 m.p.h. (182 knots)		
	Maximum flap extension speed			
	Approach position 14°	230 mph (200 knots)		
	100% position 35°	165 mph (144 knots)		
	Landing gear extended	209 mph (182 knots)		
	Landing gear operating			
	Extension	209 mph (182 knots)		
	Retraction	188 mph (164 knots)		
C.G. Range (Landing Gear Extended)	(+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear -6040 in.-lb.			
Empty Wt. C.G. Range	None			
Maximum Weight	Ramp	12,590 lb.		
	Takeoff	12,500 lb.		
	Landing	12,500 lb.		
	Zero fuel	10,400 lb. (See NOTE 1)		
Minimum Crew	One pilot			
No. of Seats	Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.			
Maximum Baggage	550 lb.			
Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Auxiliary LH	79.5	79	+204*
	Auxiliary RH	79.5	79	+204*
	Main LH	195	193	+185
	Main RH	195	193	+185
	See NOTE 1(a) for data on unusable fuel			
Oil Capacity	31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil.			
Maximum Operating Altitude	31,000 ft. For FAR 91 or 135 Operations: As limited by FAR 91 (as appropriate)			

IV - Model A100-1 (cont'd)

Control Surface Movements	Wing flap	Maximum	35°		
	Aileron tabs	Up	15°	Down	15°
	Aileron	Up	25°	Down	15°
	Elevator tabs	Up	3° 30'	Down	13°
	Elevator	Up	20°	Down	14°
	Rudder tab	Right	15°	Left	15°
	Rudder	Right	25°	Left	25°

Serial numbers eligible BB-3, BB-4, and BB-5

V - Model A200CT (RC-12K, RC-12P, RC-12Q), Super King Air (Restricted Category), Approved March 28, 1989
(See NOTES 11 and 19)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine 2 Pratt & Whitney Canada PT6A-67 (Turboprop) per Beech Specification BS 24099

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to Pratt & Whitney Service Bulletin 14004. See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) Pratt & Whitney PT6 Engine Service Bulletin No. 14001 lists approved brand oils

Engine Limits	Shaft	Torque	N1 Gas	Prop	Max. Permissible
	Horsepower	Ft-Lbs.	Generator	Shaft	Turbine Interstage
			Speed	Speed	Temp. (Dec. C)
Takeoff (5 min.) (1)	1100	*100%	104%	1700	840
Max. continuous (1)	1100	*100%	104%	1700	830
Takeoff (5 min.) (2)	1200	**100%	104%	1700	840
Max. continuous (2)	1200	**100%	104%	1700	830
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

*100% torque - 3398 ft./lbs.

**100% torque - 3708 ft./lbs.

(1) FE-1 through FE-9

(2) FE-10 and after

See Note 20.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting

Minus 40° C. to 110° C. low idle

10° C. to 105° C. max. continuous

Propeller and
Propeller Limits 2 McCauley 4JFR34C758 hubs with McCauley 106LNA-1 blades
Diameter: 105.0 in. (maximum); minimum allowable for repair: 104.0 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 21.
Reverse -9° ± .2°
Feathered +87° ± .2°
Avoid continuous operation on ground below 1000 rpm.

V - Model A200CT (cont'd)

Airspeed Limits (CAS)	Max. operating speed	288 m.p.h. (250 knots) up to 11,500 ft.		
	Max. operating Mach No.	0.472 11,500 ft. to 35,000 ft. altitude		
	Maneuvering airspeed	196 mph (170 knots)		
	Maximum flap extension speed			
	Approach position 14°	230 m.p.h. (200 knots)		
	100% position 35°	178 m.p.h. (155 knots)		
	Landing gear extended	209 m.p.h. (182 knots)		
	Landing gear operating			
	Extension	209 m.p.h. (182 knots)		
	Retraction	188 m.p.h. (164 knots)		
C.G. Range (Landing Gear Extended)	<u>S/N FE-1 through FE-9</u> (+187.5) to (+195.1) at 16,000 lbs. (+177.0) to (+195.1) at 11,800 lbs. or less			
	<u>S/N FE-10 through FE-24</u> (+188.0) to (+195.1) at 16,200 lbs. (+179.0) to (+195.1) at 12,600 lbs. or less			
	<u>S/N FE-25 and after</u> (+188.7) to (+195.1) at 16,500 lbs. (+179.0) to (+195.1) at 12,600 lbs. or less Straight line variation between points given. Moment change due to retracting landing gear (6.50 X 10 main wheels) - 6820 in-lb.			
Empty Wt. C.G. Range	None			
Maximum Weight		<u>FE-1 thru FE-9</u>	<u>FE-10 through FE-24</u>	<u>FE-25 and after</u>
	Ramp	16,120 lbs.	16,320 lbs.	16,620 lbs.
	Takeoff	16,000 lb.	16,200 lbs.	16,500 lbs.
	Landing	15,200 lb.	15,400 lbs.	15,675 lbs.
	Zero fuel	12,700 lb.*	13,100 lbs.*	13,100 lbs.*
	*See Note 1.			
Minimum Crew	One pilot			
No. of Seats and Cargo Loading	Two (+129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.			
Maximum Baggage	410 lb. (+325)			
Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Auxiliary LH	79.5	79	+204
	Auxiliary RH	79.5	79	+204
	Main LH	194	192	+185
	Main RH	194	192	+185
	See NOTE 1(a) for data on unusable fuel			
Oil Capacity	25 qt. total at +121 (includes 12 qt usable in two integral engine tanks) See NOTE 1(d) for data on unusable oil.			
Maximum Operating Altitude	35,000 ft.			

V - Model A200CT (cont'd)

Control Surface Movements	Wing flap	Maximum	35°		
	Aileron tabs	Up	15°	Down	15°
	Aileron	Up	25°	Down	15°
	Elevator tabs	Up	3° 30'	Down	15°
	Elevator	Up	20°	Down	14°
	Rudder tab	Right	15°	Left	15°
	Rudder	Right	25°	Left	25°
Serial Nos. Eligible	A200CT (RC-12K): FE-1 through FE-9				
	A200CT (RC-12P): FE-25 and after except FE-32, FE-34 and FE-36				
	A200CT (RC-12Q): FE-32, FE-34 and FE-36				

Data Pertinent to All Model 200 Series

Datum	Located 190.0 in. forward of the wing main (forward) spar centerline.
Leveling Means	Two external screws on left side of fuselage forward of entrance door on Models 200, 200T, B200, B200T, A200; aft of the cargo door on Models 200C, A200C, B200C, B200CT, 200CT, A200CT.
Certification Basis (Model 200 Series)	<p>FAR Part 23, effective February 1, 1965, as amended by 23-1 through 23-9, Amendment 23-11, FAR Paragraphs 23.175 and associated FARs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), and 23.173(a) as amended by Amendment 23-14; FAR 23.951(c) and FAR 23.997(d) as amended by Amendment 23-15 (A200CT and B200 series, only); FAR 23.1545(a) as amended by Amendment 23-23 and FAR 23.1325(e) as amended by Amendment 23-20 (B200 Series only); FAR 23.1305(n) as amended by Amendment 23-26; FAA Special Conditions 23-47-CE-5 issued October 30, 1972, Amendment 1 dated December 18, 1973, and Amendment 2 dated January 12, 1979; FAR Paragraphs 25.929 and 25.1419 of FAR Part 25 as amended to December 31, 1972, and FAR 25.831(d) through Amendment 25-41 (For all Model 200 and B200 series aircraft approved for 35,000 feet); SFAR 27 through Amendment 27-4; and FAR Part 36 through Amendment 36-10. For B200 through Serial Number BB-1438 and B200C through Serial Number BL-138 FAR Part 36 through Amendment 36-10. For B200 Serial Numbers BB-1439, BB-1444 and after, B200C Serial Numbers BL-139 and after, A200CT Serial Numbers FE-25 and after, FAR Part 36 through Amendment 36-20. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the airplane equipment list.</p> <p>Effective April 20, 1993, Electronic Flight Instrument Systems shall meet the requirements of FAR 23.1301, 23.1309, 23.1311, 23.1321, 23.1322 and 23.1335 as amended through Amendment 23-41 and Special Condition 23-ACE-68.</p> <p>Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23-35.</p> <p>In addition, FAR 135, Appendix A, effective December 1, 1978 (B200 High Density Configuration; See NOTE 11)</p>

Data Pertinent to All Model 200 Series (cont'd)

Certification Basis (cont'd)
(Model 200 Series)

Equivalent Safety Findings: FAR 23.621 (BB-2 through BB-1042 only); 23.997(d) (All models except A200CT and B200 series); FAR 23.1443 through Amendment 23-9 - 200 (BB-38, BB-39, BB-42, BB-44, BB-54 and after), 200C, 200CT, 200T, plus any earlier Model 200 modified by Beechcraft kits 101-5007 and 101-5008 in compliance with Beech Service Instruction No. 0776-341. Model UC-12F (BU-1 through BU-12). Not applicable to B200 Series.

Application for Type Certificate dated January 11, 1971.

Type Certificate No. A24CE issued December 14, 1973, obtained by manufacturer under delegation option procedures.

Additional requirements for Collins Proline 21 Avionics Installation; Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-16 for FAR 23.1305c(2), 23.1305(a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading digital only displays for oil pressure, oil temperature and fuel flow; FAR 23.1547(e) as amended by Amendment 23-20; FAR 23.603(b) as amended by Amendment 23-23; FAR 23.1309(a), 23.1323(b), 23.1431(b) as amended by Amendment 23-49.

Production Basis

Production Certificate No. 8. Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificates under delegation option procedures of Part 21 of the Federal Aviation Regulations.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning indicator, P/N 101-380005-7, -9, -11, -17, -19, or -41. (For Models 200, 200T, 200C, A200C, 200CT, B200, B200T, B200CT, and B200C).
2. Pre-stall warning indicator, P/N 101-380005-9,13, -15, -21, -31, or -37 (For Models A200 and A200CT).
3. Maximum allowable airspeed indicator, P/N 101-384030-3, Pilot's and Copilot's sides (For Model 200--BB-2 through BB-198). Maximum allowable airspeed indicator, P/N 101-384074-3, Pilot's and Copilot's sides (For Model 200--BB-199 through BB-733, Models 200C and A200C). Maximum allowable airspeed indicator, P/N 101-384074-7, Pilot's and Copilot's sides (For Model B200--BB-734 through 1636, and B200C--BL-37 through BL-140.) Maximum allowable airspeed indicator, P/N 101-384074-11 or -13, Pilot's and Copilot's sides (For Model B200-- BB-1637 through BB-1833, BB-1835 through BB-1842, BL-141 through BL-147) For Model B200 BB-1834, BB-1843 and after, BL-148 and later the airspeed indication is included in the PFD.
4. Maximum allowable airspeed indicator, P/N 100-384083-5, Pilot's and Copilot's sides (For Model A200--BC-1 through BC-61 and BD-1 and up) (C-12A).
5. Maximum allowable airspeed indicator, P/N 101-384101-1, Pilot's and Copilot's sides (For Model 200T, 200CT, B200T, and B200CT).
6. Maximum allowable airspeed indicator, P/N 101-384128-3, Pilot's and Copilot's sides (For Model A200, BC-62 and up, and BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076 (C-12C); Model A200CT (C-12D), BP-1, BP-22, BP-24 through BP-51; and Model A200CT (C-12F), BP-52 through BP-63).

Data Pertinent to All Model 200 Series (cont'd)

Equipment (cont'd)

7. Maximum allowable airspeed indicator, P/N 117-380000-5 pilot's and copilot's sides (For Model A200CT (FWC-12D), BP-7 through BP-11).
8. Maximum allowable airspeed indicator, P/N 117-380000-7 pilot's and copilot's sides (For Model A200CT (RC-12D), GR-1 through GR-13).
9. Maximum allowable airspeed indicator, P/N 117-380000-9 pilot's and copilot's sides (For Model A200CT (RC-12G), FC-1 and after).
10. Maximum allowable airspeed indicator, P/N 117-380000-11 pilot's and copilot's sides (For Model A200CT (RC-12H), GR-14 through GR-19).
11. Maximum allowable airspeed indicator, P/N 117-384074-9 pilot's and copilot's sides (B200 High Density Configuration; See NOTE 11).
12. Maximum allowable airspeed indicator, P/N 117-380000-13 pilot's and copilot's sides (For Model A200CT (RC-12K), FE-1 through FE-9).
13. Maximum allowable airspeed indicator, P/N 117-380000-15 pilot's and copilot's sides (For Model A200CT (RC-12K), FE-10 through FE-24).
14. Maximum allowable airspeed indicator, P/N 117-380000-17 pilot's and copilot's sides (For Model A200CT (RC-12P), FE-25 and after).
15. Maximum allowable airspeed indicator, P/N 117-380000-19 pilot's and copilot's sides (For Model A200CT (RC-12Q), FE-32, FE-34 and FE-36).

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

- (a) Basic empty weight includes unusable fuel of 44 lb. at (+170 in.) with 10.5 lb. being undrainable. (Models 200 and 200T) (Model A200 BC-14 and up, BD-15 and up) (Models 200C, A200C, 200CT, A200CT, B200, B200T, B200C, B200CT).
- (b) Basic empty weight includes unusable fuel of 37 lb. at (+163 in.) with 10 lb. being undrainable. (Model A200 BC-1 through BC-13, BD-1 through BD-14).
- (c) Basic empty weight includes engine oil of 62 lb. at (+131 in.) with 38 lb. being unusable.
- (d) Basic empty weight includes engine oil of 52 lb. at (+121 in.) with 13 lb. being unusable (Model A200CT (RC-12K), Serials FE-1 through FE-24 and (RC-12P), Serials FE-25 and after).

NOTE 2. All placards required in the approved Airplane Flight Manual must be installed in the appropriate location.

NOTE 3. Mandatory retirement times for all structural components are contained in the Airplane Flight Manual Limitation Section (P/N 101-590010-3, Rev. A6, or P/N 101-590010-127 for Models 200, 200C, and A200C), (P/N 101-590037-5B for Models 200T and 200CT), (P/N 92-38287 for Model A200), (P/N 92-38580 for Model A200CT), (P/N 92-30096 for Model A200CT (FWC-12D)), (P/N 92-30108 for Model A200CT (RC-12D)), (P/N 92-30581 for Model A200CT (RC-12G)), (P/N 992-31110 for Model A200CT (RC-12H)), (P/N 990-331320 for Models A200CT (RC-12K), FE-1 thru FE-9)), (P/N 990-30440 for Models A200CT (RC-12K, FE-10 thru FE-24)), (P/N 990-30894 for Models A200CT (RC-12P), FE-25 and after except FE-32, FE-34 and FE-36)), (P/N 990-32244 for Models A200CT (RC-12Q), FE-32, FE-34 and FE-36)), (P/N 101-590010-147 for Models B200 and B200C (Prior to BB-1193 except BB-1158 and BB-1167, prior to BL-73)), and (P/N 101-590037-29 for Models B200T and B200CT (Prior to BT-31 and BN-5)), and in the FAA Approved Limitations Section, Chapter 4 of Beechcraft Maintenance Manual, P/N 101-590010-19 for B200, B200C, B200CT, B200T (BB-1158, BB-1167, BB-1193 and after, BL-124 and after, BT-31 and after, BN-5 and after, BW-1 & after).

These limitations may not be changed without FAA Engineering approval.
A100-1 (BB-3) 20,000hr fatigue safe life for wing.

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (2200 r.p.m.) of all ratings. A 100 percent

Data Pertinent to All Model 200 Series (cont'd)

propeller shaft speed is defined as 2000 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 102.6 percent are permissible for 10 seconds and to 101.5 percent for unlimited periods subject to applicable temperature and other limits. A 100 percent gas generator speed is defined as 37,500 r.p.m.

- NOTE 5. (a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 800 ± 60 ft.-lb. torque corrected to sea level standard day.
(b) Secondary flight idle stop shall be 210 ± 40 propeller r.p.m. higher than flight idle stop with a gas generator speed of 70 percent (for airplanes not complying with SI 0808-247 only).
- NOTE 6. Emergency use of MIL-G-5572:
Grades 80/87, 91/98, 100/130, and 115/145 are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. Auxiliary fuel system installed in A200 airplanes, Serial BC-14 and after, BD-15 and after and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0089.
- NOTE 8. These values are 850 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0076.
- NOTE 9. These values are 750 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0076.
- NOTE 10. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Normal and Restricted Category at indicated gross weight and other limitations specified by the applicable Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) for any special purpose that is specified by an FAA Approved Supplement to the applicable AFM or POH.

Model	Purpose	FAR's Inappropriate for Restricted Category Certification	Restricted Category Maximum Gross Wt.*	Pilot's Operating Handbook Supplement
200T	Photographic	23.1, 23.775(e)	14,000 lbs.	101-590037-21
200T	Patrol	23.1	14,000 lbs.	101-590037-27
				OR 101-590037-33
				OR 101-590037-39
200T, B200T	Flight inspection	23.1	14,000 lbs.	101-590037-35
200CT	Flight inspection	23.1	14,000 lbs.	101-590037-37
A200CT	Aerial surveying	23.1, 23.335(c)	14,200 lbs.	101-590091-5
B200T	Patrol	23.1; 23.473(d)	15,000 lbs.	101-590037-47
B200T, B200CT	Patrol	23.1	14,000 lbs.	101-590037-43
200	-	23.775(e)	12,500 lbs.	N/A
B200T	Aerial surveying	23.1, 23.473(d)	15,000 lbs.	101-590037-49
B200C	Aerial surveying	23.1	14,000 lbs.	101-590010-241
B200C	Aerial surveying	23.1	14,000 lbs.	101-590010-261
B200	Flight inspection	23.1	14,000 lbs.	101-590010-257
B200	Aerial surveying	23.1, 23.775	12,500 lbs.	101-590010-317
B200T	Aerial surveying	23.1	14,000 lbs.	101-590037-51
B200T	Patrol	23.1, 23.473(d)	15,000 lbs.	101-590037-73

*See the applicable section of this data sheet for Normal Category gross weight.

Data Pertinent to All Model 200 Series (cont'd)

NOTE 11. The following models, when modified to the applicable Beech Modification Drawing, are eligible for operation as noted below:

<u>Model</u>	<u>Manufactured Config.</u>	<u>Eligible Operation</u>	<u>Beech Mod</u>
200, 200T B200, B200T	Export	Export to the United Kingdom	101-005004
200C, 200CT, B200C, B200CT	Export	Export to the United Kingdom	101-005020
200, 200C, 200T, 200CT, B200, B200C, B200T, B200CT	Export	Export to France or	101-005006 101-005003

The above models are eligible for return to U.S. certification when those portions of the above listed modifications which do not comply with U.S. requirements have been removed or replaced.

<u>Model</u>	<u>Manufactured Config.</u>	<u>Eligible Operation</u>	<u>Beech Mod</u>
A100-1	Military U-21J	Civil Registration	101-005072
200, 200T, B200, B200T	Up to 9 passenger seats	FAR 135 with 9 or fewer passenger seats 12-1-78	101-005007
B200C, B200CT	Up to 9 passenger seats	FAR 135 with 9 or fewer passenger seats 12-1-78	101-005025
B200	High Density Configuration: Up to 13 passenger seats and external baggage pod	FAR 135 with 10 or more passenger seats	101-000015
A200	Military C-12A/C	Civil Registration in normal category	101-005008
A200C	Military UC-12B	Civil Registration in normal category	101-005016
A200CT	Military C-12D	Civil Registration in normal category	101-005019
A200CT	Gov't. of Israel FWC-12D	Civil Registration in normal category	101-005001
A200CT	Military RC-12D	Civil Registration in normal category	101-005002
A200CT	Military RC-12G	Civil Registration in normal category	101-005003
A200CT	Military RC-12H	Civil Registration in normal category	101-005004
A200CT	Military RC-12K, RC-12P and RC-12Q	Civil Registration in normal category	117-005007 (see note 25)

Data Pertinent to All Model 200 Series (cont'd)

NOTE 11. (cont'd)

A200CT	Military C-12F	Civil Registration in normal category	101-005019
B200C	Military UC-12F	Civil Registration in normal category	101-005016 (see note 25)
B200C	Military C-12F	Civil Registration in normal category	101-005059
B200C	Military C-12F	Civil Registration in normal category or	127-005001 127-005002
B200C	Military UC-12M	Civil Registration in normal category	127-005001 (see note 25)
B200C	Military C-12R	Civil Registration in normal category	127-005002

NOTE 12. The A200CT (FWC-12D) Serials BP-7 through BP-11, (RC-12G) Serials FC-1 and after, and (RC-12H) Serials GR-14 through GR-19, are certified in only the Restricted Category for aerial surveying, at 15,000 pounds gross weight, providing the pertinent limitations, as specified by the FAA Approved Airplane Flight Manual Supplement 101-590091-3 (FWC-12D) FAA Approved Flight Manual 92-30581 (RC-12G), and FAA Approved Airplane Flight Manual 992-31110 (RC-12H) are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and 23.335(c) are inappropriate (FWC-12D); FAR 23.1, 23.335(c), and 23.473(d) are inappropriate (RC-12G); and FAR 23.1, 23.67(a), 23.335(c), and 23.473(d) are inappropriate (RC-12H). B200C (C-12F) Serials BL-99 through BL-104 are certified in only the restricted category for aerial surveying at 14,000 pounds gross weight providing the pertinent limitations, as specified by the FAA Approved Airplane Flight Manual Supplement 101-590010-261, are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 is inappropriate (C-12F).

NOTE 13. (a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 740 ± 40 ft.lb. torque corrected to sea level standard day.
(b) Ground idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 330 ± 40 ft.lb. torque corrected to sea level standard day.
(c) Flight Idle Propeller Low Pitch Stop is set so that at 1,800 RPM there shall be an indicated 522 ± 20 ft. lb. torque corrected to sea level standard day.

NOTE 14. These values are 2230 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beech Service Instruction No. C-12-0076.

NOTE 15. When airplane Serials BC-1 through BC-61 and BD-1 through BD-30 (C-12A) have been modified per SI C-12-0076 to add PT6A-41 engines, the airplane is redesignated as Model A200 (C-12C).

NOTE 16. These values are 194 cap. gal. and 192 usable gal. for Model A200CT (FWC-12D), A200CT (RC-12D), and A200CT (RC-12G), and A200CT (RC-12H).

NOTE 17. The Model B200, Serials BB-1204 and BB-1205 are certified in the Restricted Category only for aerial surveillance, Serial BB-1206 is certified in the Restricted Category only for flight inspection, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement 101-590010-235 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.775(e), 23.177(a)(1), and 23.177(a)(2) are inappropriate. Once certificated in the Restricted Category, the Model B200, Serial BB-1114, and Model B200C, Serial BL-65, cease to be eligible for return to Normal Category. See Summit Aviation AFM Supplement No. 1 dated September 11, 1986, for flight hour definition.

Data Pertinent to All Model 200 Series (cont'd)

- NOTE 18. For airplanes placed on the Australian register after December 31, 1987, the maximum occupancy is limited to eleven places unless equipped with a cockpit voice recorder system approved by Department of Aviation.
- NOTE 19. The A200CT (RC-12K), Serials FE-1 thru FE-24, A200CT (RC-12P), Serial FE-25 and after except FE-32, FE-34 and FE-36, and A200CT (RC-12Q), Serials FE-32, FE-34, and FE-36 are certified in only the Restricted Category for aerial surveying, at 16,000 pounds gross weight (16,200 pounds, FE-10 thru FE-24 and 16,500 pounds, FE-25 and after), providing the pertinent limitations, as specified by the FAA Approved Airplane Manual 990-331320 (990-30440, FE-10 thru FE-24, 990-30894, FE-25 and after except FE-32, FE-34 and FE-36, 990-32244, FE-32, FE-34 and FE-36) are followed and the aircraft is marked to comply with FAR 45. FAR 23.1, 23.67(a), 23.201(a), 23.203(b), 23.335(c), 23.473(d) and 23.1507 are inappropriate (RC-12K, RC-12P, RC-12Q).
- NOTE 20. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited period subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m. (Model A200CT (RC-12K), Serials FE-1 thru FE-24, (RC-12P), Serials FE-25 and after except FE-32, FE-34 and FE-36 and (RC-12Q) Serials FE-32, FE-34 and FE-36).
- NOTE 21. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 25 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 71 to 73 percent N_1 , propeller r.p.m. is not less than 1000 r.p.m. (Model A200CT (RC-12K), Serials FE-1 thru FE-24, (RC-12P), Serial FE-25 and after except FE-32, FE-34 and FE-36, and (RC-12Q) Serials FE-32, FE-34 and FE-36).
- NOTE 22. The Model B200T, Serial BB-1314, is certified in the Restricted Category only for aerial surveillance, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by Pilot's Operating Handbook and FAA approved Flight Manual Supplement 101-590037-85 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.335(c), 23.1507 and 27.473(d) are inappropriate.
- NOTE 23. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B200: BB-1532 and up. B200CT: BN-5 and up. B200C: BL-141 and up. B200T: BT-39 and up.
- NOTE 24. The following serial numbers were delivered to the Government of Israel and are not eligible for FAA certification or civil registration:
- B200 serials BB-1385, BB-1386, BB-1387, BB-1388
 - B200T serials BT-39, BT-40, BT-41, BT-42, BT-43, BT-44, BT-45, and BT-46
 - B200CT serials BN-5, BN-6, BN-7, BN-8 and BN-9.
- NOTE 25. The following serials are not eligible for FAA certification for civil registration:
(A200CT) FE-10 through FE-24 (RC-12K with military designation RC-12N)
(B200C) BV-11 and BV-12 (UC-12M with military designation RC-12M)
(B200C) BU-11 and BU-12 (UC-12F with military designation RC-12F)
(B200CT) (FWC-II) Designation for FG-1 and FG-2 (no FAA designation)
- NOTE 26. RVSM capability per STC ST01070SE for serials BB-2 through BB-1768, BB-1770 through BB-1833, BB-1835, BL-1 through BL-147.
RVSM capability per STC ST01278SE for serials BB-1769, BB-183, BB-1843 and after, BL-148 and after. These STCs approve the noted aircraft to 14 CFR Part 91, Appendix G. Final certification for RVSM operations must be obtained by the operator from the local FAA Flight Standards Office (FSDO).
- NOTE 27. The Model B200 Serials BB-1733 and BB-1744 are certified in the Restricted Category only for aerial surveillance, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by Pilot's Operating Handbook and FAA approved Flight Manual Supplement 101-590010-413 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.775(e), 23.177(a)(1), and 23.177(a)(2) are inappropriate.

VI - Model 1900, Airliner, 21 PCLM (Normal Category), Approved November 22, 1983

Model 1900C (C-12J), Airliner, 21 PCLM (Normal Category), Approved November 22, 1983

For Notes, refer to Data Pertinent to Models 1900 and 1900C

Engine Two (2) Pratt & Whitney of Canada, Ltd. PT6A-65B (turboprop) per Beech Specification BS 23287

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils.

Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1100	3400	104%	1700*	820
Max. continuous	1100	3400	104%	1700*	810
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque-meter limitations shall not be exceeded. The POH provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N₁ limits.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 110° C. low idle
0° C. to 105° C. max. continuous

Propeller and
Propeller Limits 2 Hartzell HC-B4MP-3A with Hartzell M10877K blades
Diameter: 109.5 in. per Beech Specification BS 23424.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 5
Reverse --14° ± 0.5°
Feathered 80° ± 0.5°

Airspeed Limits
(CAS) Max. operating speed 285 m.p.h. (247 knots) up to 12,600 ft.
Max. operating Mach No. 0.48
Maneuvering speed 217 m.p.h. (188 knots)
Maximum flap extension speed
Takeoff 10° 228 m.p.h. (198 knots)
Approach position 20° 194 m.p.h. (168 knots)
100% position 35° 176 m.p.h. (153 knots)
Landing gear extended 207 m.p.h. (180 knots)
Landing gear operating
Extension 207 m.p.h. (180 knots)
Retraction 207 m.p.h. (180 knots)

VI - Model 1900, Model 1900C (cont'd)

C.G. Range (Landing Gear Extended)	(+282.2) to (+299.9) at 16,600 lb. (+274.5) to (+299.9) at 11,600 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 8271 in.-lb. with Kit 114-0002-1 or -3 installed (See Note 12) (+283.7) to (+297.3) at 17,600 lb. (+282.2) to (+297.3) at 16,601 lb. (+282.2) to (+299.9) at 16,600 lb. (+274.5) to (+299.9) at 11,600 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 8271 in.-lb.																																																																										
Empty Wt. C.G. Range	None																																																																										
Maximum Weight	with Raytheon Kit 114-0002-1 or -3 installed (See NOTE 12)																																																																										
	Ramp	16,710 lb.	17,710 lb.																																																																								
	Takeoff	16,600 lb.	17,600 lb.																																																																								
	Landing	16,100 lb.	16,720 lb.																																																																								
	Zero fuel	14,000 lb. (See NOTE 1)	-																																																																								
	Zero fuel	15,000 lb. (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1)	15,000 lb. (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1)																																																																								
Minimum Crew	One pilot																																																																										
No. of Seats and Cabin Loading	Maximum 21 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.																																																																										
Maximum Baggage	See Note 7 for data on maximum baggage.																																																																										
Fuel Capacity	<table><tr><td></td><td colspan="2"><u>UA-1 and Up, UB-1 and Up</u></td><td></td></tr><tr><td></td><td><u>Tank</u></td><td><u>Cap. Gal.</u></td><td><u>Usable Gal.</u></td></tr><tr><td></td><td>Main LH</td><td>215</td><td>212.5</td></tr><tr><td></td><td>Main RH</td><td>215</td><td>212.5</td></tr><tr><td></td><td></td><td></td><td><u>Arm</u></td></tr><tr><td></td><td></td><td></td><td>298</td></tr><tr><td></td><td></td><td></td><td>298</td></tr><tr><td></td><td colspan="2"><u>UC-1 and Up, UD-1 and Up</u></td><td></td></tr><tr><td></td><td><u>Tank</u></td><td><u>Cap. Gal.</u></td><td><u>Usable Gal.</u></td></tr><tr><td></td><td>Auxiliary LH</td><td>93.3</td><td>92.3</td></tr><tr><td></td><td>Auxiliary RH</td><td>93.3</td><td>92.3</td></tr><tr><td></td><td>Main LH</td><td>244.7</td><td>241.2</td></tr><tr><td></td><td>Main RH</td><td>244.7</td><td>241.2</td></tr><tr><td></td><td></td><td></td><td><u>Arm</u></td></tr><tr><td></td><td></td><td></td><td>304</td></tr><tr><td></td><td></td><td></td><td>304</td></tr><tr><td></td><td></td><td></td><td>296</td></tr><tr><td></td><td></td><td></td><td>296</td></tr></table> <p>See Note 1(a) for data on unusable fuel.</p>				<u>UA-1 and Up, UB-1 and Up</u>				<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>		Main LH	215	212.5		Main RH	215	212.5				<u>Arm</u>				298				298		<u>UC-1 and Up, UD-1 and Up</u>				<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>		Auxiliary LH	93.3	92.3		Auxiliary RH	93.3	92.3		Main LH	244.7	241.2		Main RH	244.7	241.2				<u>Arm</u>				304				304				296				296
	<u>UA-1 and Up, UB-1 and Up</u>																																																																										
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Oil Capacity	29 qt. total (includes 12 qt usable in two integral engine tanks) See NOTE 1(b) for data on unusable oil.																																																																										
Maximum Operating Altitude	25,000 ft.																																																																										

VI - Model 1900, Model 1900C (cont'd)

Control Surface Movements	Wing flap	Maximum	35°	
	Aileron tabs	Up	15°	Down 15°
	Aileron	Up	24°	Down 16° (UA-1 & up, UB-1 & up)
		Up	24°	Down 17° (UC-1 & up, UD-1 & up)
	Elevator tabs	Up	5°	Down 15°
	Elevator	Up	20°	Down 14°
	Rudder tab	Right	15°	Left 15°
	Rudder	Right	25°	Left 25°
Serial Nos. Eligible	(1900)			UA-3 only
	(1900C Bladder Tank Fuel System)			UB-1 through UB-74
	(1900C Wet Wing Fuel System)			UC-1 through UC-174
	(1900C C-12J)			UD-1 through UD-6

Data Pertinent to Models 1900 and 1900C

Datum	Located 290.5 in. forward of the wing main (forward) spar centerline.
Leveling Means	Two external screws on left side of fuselage aft of entrance door.
Certification Basis (Model 1900 Series)	<p>Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982, See NOTE 8; Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5 including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986; Part 25 of the FAR, Paragraph 25.929 effective February 1, 1965; Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10; and SFAR 27 through Amendment 27-4. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List.</p> <p>For aircraft modified by Kit 114-0002-1, or – 3, the following Federal Aviation Regulations, Part 23 (Amendment 23-34), are added to the certification basis of the 1900C at the 17,600 pound weight: 23.25(a), 23.25(b), 23.29(a), 23.29(b), 23.45(a), 23.45(b), 23.45(f), 23.49(a), 23.49(c), 23.49(d), 23.49(e), 23.51(d), 23.53(c), 23.55, 23.57, 23.59, 23.61, 23.65(a), 23.65(c), 23.65(d), 23.67(e), 23.75(a), 23.75(e), 23.75(f), 23.75(g), 23.77, 23.143, 23.145(b)(1), 23.145(e)(2), 23.147(a), 23.149(c)(2), 23.149(c)(3), 23.149(c)(4), 23.149(c)(5), 23.153, 12.155, 23.157, 23.161(b)(2), 23.161(c)(3)(ii), 23.171, 23.173(b)(2), 23.175(b)(2), 23.175(c)(3), 23.177(a), 23.181(b), 23.201(a), 23.201(f), 23.203(a), 23.203(b)(4), 23.203(c)(1), 23.203(c)(2), 23.205, 23.207, 23.231(a), 23.233, 23.235, 23.301(a), 23.301(b), 23.301(c), 23.303(c), 23.303(d), 23.303(e), 23.305, 23.307, 23.321, 23.331, 23.333, 23.335, 23.337, 23.341, 23.345, 23.347, 23.349(c), 23.349(d), 23.349(e), 23.351, 23.361(a), 23.361(c), 23.363, 23.365(a), 23.365(b), 23.365(d), 23.367, 23.371(b), 23.373(a), 23.391, 23.395(a), 23.395(c), 23.397, 23.399(a), 23.405, 23.407, 23.409, 23.415, 23.421, 23.423, 23.425, 23.427, 23.441, 23.443, 23.455, 23.457, 23.471, 23.473(a), 23.473(b), 23.473(c), 23.473(d), 23.473(e), 23.477, 23.479(a)(2), 23.479(c), 23.479(d), 23.481, 23.483, 23.485, 23.493, 23.499, 23.507, 23.509, 23.511, 23.561, 23.571, 23.572(b), 23.601, 23.603(a), 23.613, 23.615, 23.619, 23.621, 23.623, 23.625, 23.627, 23.629(a), 23.629(b), 23.629(c), 23.641, 23.651(a), 23.657, 23.659, 23.671(a), 23.675(c), 23.681, 23.683(a), 23.683(b), 23.693, 23.701(b), 23.721, 23.723, 23.729(a), 23.731, 23.733, 23.735, 23.775, 23.785(a), 23.785(b), 23.785(c), 23.785(f), 23.785(j), 23.785(l), 23.787(a), 23.787(b), 23.787(c), 23.787(g), 23.843(a), 23.903(b), 23.963(a), 23.965(a), 23.967(e), 23.1193, 23.1413, 23.1519, 23.1527(b), 23.1529, 23.1581,</p>

Data Pertinent to Models 1900 and 1900C (cont'd)

Certification Basis (cont'd)
(Model 1900 Series)

23.1583(c)(3), 23.1583(c)(4), 23.1587(a)(1), 23.1587(a)(3), 23.1587(a)(4), 23.1587(a)(6), 23.1587(a)(7), 23.1587(a)(8), 23.1587(d) - Part 36 through Amendment 36-20.

Production Basis

Production Certificate No. 8.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-3 and stall warning lift transducer, P/N 114-380051-1.
2. Maximum allowable airspeed indicator, 114-380012-3, Pilot's and Copilot's sides. MCOF95055-1 with Kit 114-0002-1, Pilot's and Copilot's sides.
3.
 - a. Pilot's Operating Handbook Part Number 114-590021-3 or other FAA approved flight manual as allowed by 14 CFR Part 121.141 (Domestic) or 114-590021-51 (for ICAO Operation). Serials UA-1 through UA-3, UB-1 through UB-74.
 - b. Pilot's Operating Handbook Part Number 114-590021-57 or other FAA approved flight manual as allowed by 14 CFR Part 121.141 (Domestic) or 114-590021-81 (for ICAO Operation). If modified by Kit 114-0002-1, Pilot's Operating Handbook Part Number 114-590021-57 (Domestic) and 114-590021-161 Flight Manual Supplement or other FAA approved flight manual as allowed by 14 CFR Part 121.141. If modified by Kit 114-0002-3, Pilot's Operating Handbook Part Number 114-590021-81 (for ICAO Operation) and 114-590021-175 Flight Manual Supplement. Serials UC-1 through UC-174.
 - c. FAA Approved Airplane Flight Manual Part Number 990-31475, UD-1 through UD-6.

NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

- (a) Basic empty weight includes unusable fuel of 40.6 lb. at (+298.6 in.) with 8.6 lb. being undrainable. (UA-1 and up, UB-1 and up)
Basic empty weight includes unusable fuel of 73.2 lb. at (+299.5 in.) with 16.4 lb. being undrainable. (UC-1 and up, UD-1 and up)
- (b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.

NOTE 2. All placards required in the approved Airplane Flight Manual must be installed in the appropriate location.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft 1900/1900C Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

Data Pertinent to Models 1900 and 1900C (cont'd)

NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. Sea level, standard day torque is 1500 ft-lbs. at 1500 r.p.m.

NOTE 6. Emergency use of MIL-G-5572:
Grades 80 Red, 91/96, 100 Green, 115/145 and 100 LL Blue are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7. Maximum Baggage - Model 1900
150 Lbs. at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 Lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
293 Lbs. at F.S. 190.6 (Distributed over F.S. 175.6 to 205.6)
250 Lbs. at F.S. 499.5 (Distributed over F.S. 483.5 to 513.5)
565 Lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)

Maximum Baggage - Model 1900C
150 Lbs. at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 Lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
880 Lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 Lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)

NOTE 8. Model 1900/1900C airplanes with serial numbers identified are eligible for export to the countries noted below and meet the airworthiness requirements of ICAO Annex 8 at the maximum takeoff weights noted when modified by the indicated Beech drawings or kits:

	Maximum Takeoff		
<u>Country</u>	<u>Weight-Lbs.</u>	<u>Serial Eligibility</u>	<u>Beech Drawing or Kit</u>
a. Germany	16,600	UB-1 & Up	114-4020 or 118-005007
	16,600	UA-1 & Up; UC-1 & Up	118-005007
b. Zambia	16,600	UC-1 & Up	118-005006
c. Canada	16,600	UA-1 & Up; UB-1 & Up	118-005008
		UC-1 & Up	
d. France	16,600	UC-1 & Up	118-005009

When a model 1900/1900C series airplane is not modified with a drawing or kit referenced above, or by Raytheon Aircraft modification drawing 118-005003, the airplane does not meet International Civil Aviation Organization (ICAO) requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, prescribed by Annex 8 of the Convention of International Civil Aviation."

When the above referenced modifications have been completed to meet ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.

NOTE 9. SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations. No deletions or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.

Data Pertinent to Models 1900 and 1900C (cont'd)

- NOTE 10. Model 1900C, Serial Numbers UC-18 and UC-21, is certified in the restricted category only for the purpose of maritime patrol, at 17,600 pounds gross weight, provided the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-103, are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and FAR 23.473(d) are inappropriate.
- NOTE 11. Model 1900C, Serial Numbers UC-51 and UC-52, are certified in the restricted category only for the purpose of aerial surveying, at 17,600 pounds gross weight, provided the pertinent limitations, as specified by Pilots Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-133, are followed, maximum allowable airspeed indicator 114-380012-7 is installed on pilot's and copilot's sides, and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and FAR 23.473(d) are inappropriate.
- NOTE 12. Model 1900C, Serial Numbers UC-1 through UC-174, are certified in the normal category at 17,600 pounds maximum takeoff weight provided the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-161, are followed and Kit 114-0002-1 is installed, or provided the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-175, are followed and Kit 114-0002-3 is installed.

VII -Model 300, Super King Air (Normal Category), Approved January 24, 1984

Model 300LW, Super King Air (Normal Category), Approved September 30, 1988 (See NOTES 12 and 14)

For Notes, refer to Data Pertinent to Model 300 and 300LW

- Engine Two (2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B.
- Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels.
- Oil (Engine & Gearbox) P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils.

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1050	*100%	104%	1700	820
Max. continuous	1050	*100%	104%	1700	820
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

*100% torque - 3,200 ft/lbs.

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides minimum torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N₁ limits.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 110° C. low idle
0° C. to 105° C. max. continuous

VII -Model 300, Model 300LW (cont'd)

Propeller and Propeller Limits	2 Hartzell HC-B4MP-3B with Hartzell M10476K, M10476NK or M10476NSK blades Diameter: 105.0 in. (maximum); Minimum allowable for repair: 104 in. No further reduction permitted Pitch settings at Flight idle stop - See NOTE 5 Reverse $-14^{\circ} \pm 0.2^{\circ}$ Feathered $+79.5^{\circ} \pm 0.3^{\circ}$ Avoid continuous operation on ground below 1050 rpm
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Airspeed Limits (CAS)	Max. operating speed 298 m.p.h. (259 knots) up to 20,200 ft. Max. operating Mach No. 0.58 Maneuvering speed 208 m.p.h. (181 knots) Maximum flap extension speed Approach position 14° 230 m.p.h. (200 knots) 100% position 35° 181 m.p.h. (157 knots) Landing gear extended 208 m.p.h. (181 knots) Landing gear operating Extension 208 m.p.h. (181 knots) Retraction 188 m.p.h. (163 knots)
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C.G. Range (Landing Gear Extended)	(+178.75) to (+192.1) at 12,500 lb. (Model 300LW) (+182.5) to (+192.1) at 14,000 lb. (Model 300) (+177.0) to (+192.1) at 11,800 lbs. Straight line variation between points given Moment change due to retracting landing gear - 5815 in.-lb.
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Empty Wt. C.G. Range	None
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Maximum Weight		<u>Model 300</u>	<u>Model 300LW</u>
	Ramp	14,100 lb.	12,600 lb.
	Takeoff	14,000 lb.	12,500 lb.
	Landing	14,000 lb.	12,500 lb.
	Zero fuel	11,500 lb. (See Note 1)	11,500 lb. (See Note 1)
	Max. basic empty weight	N/A	8,819 lbs.

Minimum Crew	One pilot Two pilots (FF serials only. See Note 10.)
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No. of Seats and Cabin Loading	Maximum 15 (including crew at +129). (See Notes 8 and 13 for Model 300LW.) See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.
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Maximum Baggage	550 lbs. (+325)
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Fuel Capacity		<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Main LH		193.0	190.0	185.1
	Main RH		193.0	190.0	185.1
	Auxiliary LH		80.0	79.5	204.7
	Auxiliary RH		80.0	79.5	204.7

See Note 1(a) for data on unusable fuel.

Oil Capacity	28 qt. total (includes 12 qt usable in two integral engine tanks) See NOTE 1(b) for data on unusable oil.
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VII -Model 300, Model 300LW (cont'd)

Maximum Operating Altitude	35,000 ft.					
Control Surface Movements	Wing flap	Maximum	35°			
	Aileron tabs	Up	15°	Down	15°	
	Aileron	Up	25°	Down	15°	
	Elevator tabs	Up	3° 30'	Down	15°	
	Elevator	Up	20°	Down	14°	
	Rudder tab	Right	15°	Left	15°	
	Rudder	Right	25°	Left	25°	
Serial Nos. Eligible	(300)	FA-1 through FA-125, FA-127, FA-128, FA-130 through FA-230				
	(300)	FF-1 through FF-19				
	(300LW)	FA-1 and after				
		(FA-126 and FA-129 converted to FF-1 and FF-2 respectively)				

Data Pertinent to Model 300 and 300LW

Datum	Located 190.0 in. forward of the wing main (forward) spar centerline.
Leveling Means	Two external screws on left side of fuselage forward of entrance door.
Certification Basis (Model 300, 300LW)	Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982, see NOTE 7 or 11 (300 only); Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5, including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986; Part 25 of the FAR, Paragraph 25.929, effective February 1, 1965, Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10, and SFAR 27, through Amendment 27-4. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List.
Production Basis	Production Certificate No. 8.
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required: <ol style="list-style-type: none"> Pre-stall warning system to include: stall warning lift computer, P/N 101-380005-23 and stall warning lift transducer, P/N 101-380005-9. Maximum allowable airspeed indicator <ol style="list-style-type: none"> 101-380068-5 Pilot's and Copilot's sides (Model 300) 101-380068-9 Pilot's and Copilot's sides (Model 300LW) 101-380068-7 Pilot's and Copilot's sides (Model 300-ICAO Operation - Ref. NOTE 7) Pilot's Operating Handbook P/N 101-590097-3 (Model 300 only) <ol style="list-style-type: none"> Refer to Limitations Section for Special Equipment Requirements for Minimum Crew of One Pilot.

Data Pertinent to Model 300 and 300LW (cont'd)

Equipment (cont'd)

- or 4. Pilot's Operating Handbook P/N 101-590097-59 for Model 300 only for ICAO Operation.
 - (a) Refer to Limitations Section for Special Equipment Requirements for Minimum Crew of One Pilot.
- or 5. Pilot's Operating Handbook P/N 101-590097-107 (Model 300LW only)
 - (a) Refer to Limitations Section for Special Equipment Requirement for minimum crew of one pilot.

- NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
- (a) Basic empty weight includes unusable fuel of 52 lb. at (+168 in.) with 10 lb. being undrainable.
 - (b) Basic empty weight includes engine oil of 57 lb. at (+118 in.) with 33.7 lbs. being unusable.
- NOTE 2. All placards required in the Approved Airplane Flight Manual must be installed in the appropriate location.
- NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft 300 Maintenance Manual. These Limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 42 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N₁ prop r.p.m. is not less than 1050 r.p.m.
- NOTE 6. Emergency use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. The Model 300 (FA-2 and after) is eligible for export to the countries noted below and meets the Airworthiness requirements of ICAO Annex 8 at the maximum takeoff weights noted when modified to the following Beech drawings:

<u>Country</u>	<u>Maximum Takeoff Weight-Lbs.</u>	<u>Beech Drawing or Kit</u>
a. United Kingdom	14,000	101-005064-1
b. United Kingdom	12,500	101-005064-3
c. Canada	14,000	101-005080-1
d. Germany	14,000	101-005079-1
e. Italy	12,500	101-5093-3
f. South Africa	14,000	101-005067-1
g. Brazil	14,000	101-5114-1
h. Australia	12,500	101-5093-9
i. Germany	12,500	101-005079-3

Data Pertinent to Model 300 and 300LW (cont'd)

NOTE 7. (cont'd)

When a model 300 (FA-2 and after) airplane is not modified with a drawing or kit referenced above, or by Raytheon Aircraft kit drawing 101-5084, the airplane does not meet International Civil Aviation Organization (ICAO) requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 of the Convention of International Civil Aviation."

When the above referenced modifications have been completed to meet the ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.

NOTE 8. The Model 300 and 300LW meet FAR 135 criteria in effect September 26, 1978, when configured at the factory in accordance with Beech Drawing 101-000011 (FA serials) or 101-000014 (FF serials). Maximum seating capacity for Model 300LW for FAR 135 operation is nine (9) (excluding crew).

NOTE 9. SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations. No deletion or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.

NOTE 10. Two pilot requirement established by pedestal equipment location. FF serials are defined by Drawing 101-000014, plus Pilot's Operating Handbook Supplements 101-590097-93 and 101-590097-103. Upon incorporation of Beech Kit 101-5111-19, FF-1 and after are approved for Category II Operation and Pilot's Operating Handbook Supplement 101-590097-127 replaces 101-590097-93.

NOTE 11. For FF serials, unless Beech Kit 101-5084-3 has been incorporated, the following must be entered on the Airworthiness Certificate: "This airplane at weights in excess of 5,700 KG does not meet the Airworthiness Requirements of ICAO, as prescribed by Annex 8 of the convention of International Civil Aviation."

NOTE 12. Beech Drawing 101-5093-7 describes changes to the Model 300 for conversion to Model 300LW configuration.

NOTE 13. For Model 300LW airplanes placed on the Australian Register, the maximum occupancy is limited to eleven (11) places unless equipped with a cockpit voice recorder system approved by the Civil Aviation Authority.

NOTE 14. For any Model 300, manufactured and awarded an FAA Standard Airworthiness Certificate before October 17, 1991, and subsequently converted to a Model 300LW, there is no time limitation for reconversion to a Model 300.

VIII - Model B300, Super King Air 350 (Commuter Category), Approved December 12, 1989

Model B300C, Super King Air 350C (Commuter Category), Approved September 7, 1990

For Notes, refer to Data Pertinent to Model B300 and B300C

Engine	Two (2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B
Fuel	JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 13044 or ASTM Spec. D1655. See NOTE 6 for emergency fuels
Oil (Engine & Gearbox)	P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils

VIII - Model B300, Model B300C (cont'd)

Engine Limits

	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff	1050	*100%	104%	1700	820
Max. continuous	1050	*100%	104%	1700	820
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650	760

*100% torque - 3,244 ft. lbs.

*See Note 4.

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torquemeter limitations shall not be exceeded. The POH provides static torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N₁ limits.

Oil temperatures: Minus 40° C. minimum starting

Minus 40° C. to 110° C. low idle

10° C. to 110° C. max. continuous

Propeller and
Propeller Limits

Two Hartzell HC-B4MP-3C hubs with Hartzell M10476K, M10476NK or M10476NSK blades

Diameter: 105 in. (maximum); Minimum allowable for repair: 104 in.

No further reduction permitted.

Pitch settings at

Flight idle stop - See NOTE 5

Reverse -14° ± 0.2°

Feathered +79.3° 0.3°

Minimum idle speed 1050 rpm

Airspeed Limits
(IAS)

Max. operating speed 302 m.p.h. (263 knots) up to 21,000 ft.
263 to 194 knots (0.58 Mach)
21,000 ft. up to 35,000 ft.

Max. operating Mach No. 0.58

Maneuvering airspeed 212 mph (184 knots)

Maximum flap extension speed

Approach position 14° 232 m.p.h. (202 knots)

100% position 35° 182 m.p.h. (158 knots)

Landing gear extended 212 m.p.h. (184 knots)

Landing gear operating

Extension 212 m.p.h. (184 knots)

Retraction 191 m.p.h. (166 knots)

C.G. Range (Landing
Gear Extended)

(+199.4) to (+208.0) at 15,000 lb.

(+191.4) to (+208.0) at 11,800 lb.

Straight line variation between points given

Moment change due to retracting landing gear - 5815 in.-lb.

Empty Wt. C.G. Range

None

Maximum Weight

Ramp 15,100 lb.

Takeoff 15,000 lb.

Landing 15,000 lb.

Zero fuel 12,500 lb. (See Note 1)

Minimum Crew

One pilot

VIII - Model B300, Model B300C (cont'd)

No. of Seats and Cargo Loading	Maximum 17 (including two crew at +129). (S/N FL-1 through FL-380, and FL-382; FM-1 through FM-11). (See Note 7) See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations.			
	Maximum 11 (including two crew at +129)(9 cabin passengers maximum)(S/N FL 381, FL-383 and later, FM-12 and later) See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations			
Maximum Baggage	550 lb. (+359); 510 lbs. with foldup seats installed (S/N FL-1 through FL-380, and FL-382, FM-1 through FM-11 only)			
Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm*</u>
	Main LH	193.0	190.0	199.5
	Main RH	193.0	190.0	199.5
	Auxiliary LH	80.0	79.5	219.1
	Auxiliary RH	80.0	79.5	219.1
	See NOTE 1(a) for data on unusable fuel.			
	*See Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for variations.			
Oil Capacity	28 qt. total (includes 12 qt usable in two integral engine tanks) See NOTE 1(b) for data on unusable oil.			
Maximum Operating Altitude	35,000 ft.			
Control Surface Movements	Wing flap	Maximum	35°	
	Aileron tabs	Up	15°	Down 15°
	Aileron	Up	24°	Down 16°
	Elevator tabs	Up	3°	Down 15°
	Elevator	Up	20°	Down 14°
	Rudder tab	Right	15°	Left 15°
	Rudder	Right	25°	Left 25°
Serial Nos. Eligible	FL-1 and up (Model B300). See Note 10 FM-1 and up (Model B300C). See Note 10 FN-1 and up (Model B300C). See Note 10			

Data Pertinent to Model B300 and B300C

Datum	Located 83.5 in. forward of center of front jack point.
Leveling Means	Two external screws on left side of fuselage immediately forward of entrance door.
Certification Basis	FAR Part 23 effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-15; SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-6 and Exemption No. 5077 from compliance with Section 23.207(c). Special Conditions 23-ACE-48A effective August 13, 1990, apply to Electronic Flight Instrument System (EFIS) equipped airplanes. FAR 23 Sections 23.201, 23.203 and 23.205 through amendment 23-45 (S/N FN-1 and up only). Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23.35. Exemption 5599 from compliance with 23.53(c)(1), for use of ground minimum control speed (V_{mcg}) for determination of takeoff decision speed (V_1), (Serials FL-111, FM-9, FN-2 and after, or prior airplanes modified by Beech Kit No. 130-3004).

Data Pertinent to Model B300 and B300C (cont'd)

Certification Basis (cont'd)

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Equivalent Safety Findings: FAR 23.781(b) for shape of the propeller control knob;
FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators;
FAR 23.1321(d) for the basic "T" instrument panel arrangement.

Additional requirements for Collins Proline 21 Avionics Installation; Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-17 for FAR 23.1305(c)(2), 23.1305(a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading only displays for oil pressure, oil temperature, and fuel flow; FAR 23.301(a) as amended by Amendment 23-42; FAR 23.1322(a)(b)(c)(d)(e), 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43; FAR 23.305(a)(b), 23.397(a)(b), 23.613(a)(b)(c)(d)(e), 23.672(a)(b)(c), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45; FAR 23.561(a)(b), 23.607(a)(b)(c), 23.611 as amended by Amendment 23-48; FAR 23.677(a)(b)(c)(d), 23.867(a)(b), 23.1303(a)(b)(c)(d)(e)(f), 23.109(a)(b)(c)(e), 23.1311(a)(b), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(b)(c)(e), 23.1329(a)(b)(d)(e)(f)(g)(h), 23.1351(a)(c), 23.1353(h), 23.1359(c), 23.1365(d)(e), 23.1431(a)(b)(d)(e) as amended by Amendment 23-49; FAR 23.1325(a)(b), 23.1545(a)(b)(c), 23.1583(h), 23.1585(a) as amended by Amendment 23-50; FAR 23.777(a)(b) as amended by Amendment 23-51; 23.1305(a)(c)(e) as amended by Amendment 23-55.

Production Basis

Production Certificate No. 8A24CE

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 101-380005-35, and stall warning lift transducer, P/N 101-380005-33, for all serials.

Stall warning lift computer, P/N 101-380005-35 (for S/N FL-1 through FL-393, FM-1 through FM-11); P/N 101-380005-39 (for S/N FL-394 and later, FM-12 and later or earlier aircraft incorporating Raytheon Aircraft Company kit 130-3022.
2. Maximum allowable airspeed indicator, P/N 130-380039-3 (for S/N FL-1 through FL-92) or P/N 130-380005-3 (for S/N FL-380 and FL-382. For FL-381 and FL-383 and after the airspeed indication is included in the PFD.) pilot's and copilot's sides.
3. Pilot's Operating Handbook P/N 130-590031-1 (for S/N FL-1 through FL-110) or P/N 130-590031-71 (for S/N FL-111 through FL-380, and FL-382; FM-9 through FM-11) or P/N 130-590031-181 (S/N FL-381, FL-383 and later, FM-12 and later).

NOTE 1. Current weight and balance data, loading information, and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.

- (a) Basic empty weight includes unusable fuel of 52 lb. at (+182.4 in.) with 10 lb. being undrainable.
- (b) Basic empty weight includes engine oil of 57 lb. at (+132.4 in.) with 33.7 lb. being unusable.

NOTE 2. All placards required in the Pilot's Operating Handbook, (P/N 130-590031-1 or 130-590031-71 or 130-590031-181) must be installed in the appropriate locations.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft B300 Maintenance Manual. (For FL-1 and up and FM-1 and up) and

Chapter 4 of the Beechcraft B300 Maintenance Manual Supplement 130-590031-67 (for FN-1 and up). These limitations may not be changed without FAA Engineering approval.

- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 36 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N_1 prop r.p.m. is not less than 1050 r.p.m.
- NOTE 6. Emergency use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. With passenger seating of 10 or more, the airplane must be equipped with the following:
1. The 8 cabin seats in the double club cabin arrangement must be of the narrow back configuration, part numbers 130-530074-1, -2, -3, -4, -5, -6, -7, or -11, -9, or -12.
- NOTE 8. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Commuter and Restricted Category at indicated gross weight and other limitations specified by the applicable Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) for any special purpose that is specified by an FAA Approved Supplement to the applicable AFM or POH.

<u>Model Purpose</u>	FAR's Inappropriate		
	for Restricted	Maximum	Pilot's Operating
	<u>Category Certification</u>	<u>Gross Wt.</u>	<u>Handbook Supplement</u>
B300C Photographic	23.1, 23.775(e), 23.1545(b)	15,000	130-590031-65

Contact Beech Aircraft Corporation as necessary to obtain availability information concerning the drawings and kits which are referenced by this publication.

- NOTE 9. The Models B300/B300C are eligible for export to the countries noted when modified to the following drawings:

<u>Country</u>	<u>Model</u>	<u>Beech Drawing</u>
a. United Kingdom	B300	130-005002
b. Canada	B300/B300C	130-005003
c. France	B300/B300C	130-005005
d. Russia (CIS).	B300	130-005007

- NOTE 10. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B300: FL-137 and up. B300C: FM-9 and up, FN-2 and up.
- NOTE 11: RVSM Group Approval per STC ST01070SE for serials FL-1 through FL-328, FL-330 through FL-380 and FL-382, FM-1 through FM-11.
RVSM Group Approval per STC ST01287SE for serials FL-329, FL-381, FL-383 and after, FM-12 and after. These STCs approve the noted aircraft to 14 CFR Part 91, Appendix G. Final certification for RVSM operations must be obtained by the operator from the local FAA Flight Standards Office (FSDO).

IX - Model 1900D, Airliner, 21 PCLM (Commuter Category), Approved March 19, 1991

For Notes, refer to Data Pertinent to Model 1900D.

Engine Two (2) Pratt & Whitney of Canada, Ltd. PT6A-67D (turboprop) per Beech Specification BS 24442

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC
S.B. 14004 or ASTM Spec. D1655.
See NOTE 7 for emergency fuels.

Oil (Engine & Gearbox) P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils.

Engine Limits	Shaft Horsepower	Torque Ft-Lbs.	N1 Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Dec. C)
Takeoff (5 min.)	1279	3950	104%	1700*	800
Max. continuous	1214	3750	104%	1700*	780
Starting transient (5 sec.)					1000
Max. reverse (1 min.)	900			1650*	760

*See Note 4.

The AFM provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N₁ limits.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 110° C. low idle
10° C. to 110° C. max. continuous

Propeller and
Propeller Limits
(Aircraft Serials
UE-1 through
UE-136)

1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950K blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PCK blades. (See NOTE 10.)

or

1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950B blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PCB blades. (See NOTES 10 and 12.)

or

1 Hartzell HC-E4A-3A hub with Hartzell E10950K blades; or 1 Hartzell HC-E4A-3I hub with Hartzell E10950PK blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PCK blades and 1 Hartzell HC-E4A-3A hub with Hartzell E10950B blades; or 1 Hartzell HC-E4A-3I hub with Hartzell E10950PB blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PCB blades. (See NOTES 10 and 13.)

Diameter: 110.0 In. per Beech Specification 24476.

No further reduction permitted.

Pitch settings at:

Flight Idle Stop (See NOTE 5.)

Reverse -14.5° ±0.5°

Feather +79° ±0.5°

Propeller and
Propeller Limits
(Aircraft Serials
UE-137 through
UE-326)

1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PK blades. (See NOTE 10.)

or

1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades. (See NOTES 10 and 12.)

or

IX - Model 1900D (cont'd)

	1 Hartzell HC-E4A-3I hub with Hartzell E10950PK blades; or 1 Hartzell HC-E4A-3J hub with Hartzell E10950PK blades and 1 Hartzell HC-E4A-3I hub with Hartzell E10950PB blades. (See NOTES 10 and 13.)	
	Diameter: 110.0 In. per Beech Specification 24476. No further reduction permitted. Pitch settings at: Flight Idle Stop (See NOTE 5.) Reverse $-14.5^{\circ} \pm 0.5^{\circ}$ Feather $+79^{\circ} \pm 0.5^{\circ}$	
Propeller and Propeller Limits (Aircraft Serials UE-327 through UE-401	1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PB blades; and/or 1 or 2 Hartzell HC-E4A-3J hubs with Hartzell E10950PB blades. (See NOTE 10.)	
	Diameter: 110.0 In. per Beech Specification 24476. No further reduction permitted. Pitch settings at: Flight Idle Stop (See NOTE 5.) Reverse $-14.5^{\circ} \pm 0.5^{\circ}$ Feather $+79^{\circ} \pm 0.5^{\circ}$	
Propeller and Propeller Limits (Aircraft Serials UE-402 and Up)	2 Hartzell HC-E4A-3J hubs with Hartzell E10950PCB blades. (See Note 10.)	
	Diameter: 110.0 In. per Beech Specification 24476. No further reduction permitted. Pitch settings at: Flight Idle Stop (See NOTE 5.) Reverse $-14.5^{\circ} \pm 0.5^{\circ}$ Feather $+79^{\circ} \pm 0.5^{\circ}$	
Airspeed Limits (IAS)	Max. operating speed	285 m.p.h. (248 knots) up to 13,200 ft.
	Max. operating Mach No.	0.48
	Maneuvering airspeed	205 mph (178 knots)
	Maximum flap extension speed	
	Partial flap 17.5°	216 m.p.h. (188 knots)
	100% position 35°	165 m.p.h. (143 knots) UE-1 through UE-78
	100% position 35°	177 m.p.h. (154 knots) UE-79 and up and UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
	Landing gear extended	207 m.p.h. (180 knots)
	Landing gear operating	
	Extension	207 m.p.h. (180 knots)
	Retraction	207 m.p.h. (180 knots)
C.G. Range (Landing Gear Extended)	F.S. 282.9 to F.S. 299.9 at 17,120 lbs. F.S. 274.5 to F.S. 299.9 at 11,600 lbs. or less Straight line variation between points given Moment change due to retracting landing gear (-8966 in.-lb.) For cruise and descent flight phases at weights 12,313 lbs. and above operation is approved to an aft limit of F.S. 303.0.	
Empty Wt. C.G. Range	None	
Maximum Weight	Ramp	17,230 Lbs.
	Takeoff	17,120 Lbs.
	Landing	16,765 Lbs.
	Zero fuel	15,165 Lbs. (See Note 1 and Note 11)
Minimum Crew	One pilot	
No. of Seats and	Maximum 21 (including two crew at +129). (See Note 7) See loading instructions in	

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Cargo Loading Airplane Flight manual for approved seating and cargo configurations.

Maximum Baggage See Note 6 for data on maximum baggage.

Fuel capacity	<u>Tank</u>	<u>Cap. Gal.</u>	<u>Usable Gal.</u>	<u>Arm</u>
	Main LH	244.7	240.5	296
	Main RH	244.7	240.5	296
	Auxiliary LH	93.3	92.2	304
	Auxiliary RH	93.3	92.2	304

See NOTE 1(a) for data on unusable fuel.

Oil Capacity 29 qt. total (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude 25,000 ft.

Control Surface Movements	Wing flap	Maximum	35°	
	Aileron tabs	Up	15°	Down 15°
	Aileron	Up	24°	Down 17°
	Elevator tabs	Up	5.5°	Down 16.5°
	Elevator	Up	20°	Down 14°
	Rudder tab	Right	15°	Left 15°
	Rudder	Right	25°	Left 25°

Serial Nos. Eligible UE-1 and after. See Note 9.

Data Pertinent to Model 1900D

Datum Located 290.5 in. forward of the wing (forward) spar centerline.

Leveling Means Two external screws on left side of fuselage aft of entrance door.

Certification Basis FAR Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-18; FAR Part 34 effective September 10, 1990. Also, Exemption No. 5078 from FAR 23.207(c) dated August 23, 1989, and Exemption No. 5216 from FAR 23.201(e), (f)(4), and (f)(5); 23.203(c)(4) and (c)(5); 23.1545(b)(5) and (b)(6) dated August 9, 1990, have been granted. Special Conditions 23-ACE-48A effective August 13, 1990.

Equivalent Safety Findings

- | | |
|-------------------------------------|------------------|
| (1) Propeller control knob | FAR 23.781(b) |
| (2) Fuel pressure gage | FAR 23.1305(g) |
| (3) Instrument panel arrangement | FAR 23.1321(d) |
| (4) Landing gear warning "Q" switch | FAR 23.729(f)(1) |

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Production Basis Production Certificate No. 8

Equipment The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-5 and stall warning lift transducer, P/N 114-380051-1.

Data Pertinent to Model 1900D (cont'd)

2. Maximum allowable airspeed indicator, P/N 130-380005-5 on UE-1 through UE-78.
Maximum allowable airspeed indicator P/N 130-380005-7 on UE-79 and up and on UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512.
3. Airplane Flight Manual, P/N 129-590000-3 or other FAA approved flight manual as allowed by 14 CFR Part 121.141.

- NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
(a) Basic empty weight includes unusable fuel of 84.3 lb. at (+300.1 in.) with 14.6 lb. being undrainable.
(b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.
- NOTE 2. All placards required in the approved Airplane Flight Manual (P/N 129-590000-3) must be installed in the appropriate location.
- NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airworthiness Limitations Section, Chapter 5-60, of the Beechcraft 1900D Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. For sea level, standard day conditions, torque is 1650 ft-lbs. to obtain 1500 r.p.m.
- NOTE 6. Maximum Baggage
250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
1000 lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)
- NOTE 7. Emergency use of aviation gasoline. Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910 or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. Operation is prohibited if either standby pump is inoperative. Operation is prohibited above 18,000 feet. Standby pumps must be on for takeoff and landing.
- NOTE 8. Model 1900D airplanes with serial numbers identified are eligible for export to the countries listed below when modified by the indicated Beech drawings or kits.
- | <u>Country</u> | <u>Model</u> | <u>Beech Drawing</u> |
|----------------|--------------|----------------------|
| a. France | UE-1 and up | 129-005002 |
| b. Canada | UE-1 and up | 129-005005 |
| c. Germany | UE-1 and up | 129-005006 |
- NOTE 9. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 1900D: UE-209, 211 and up.
- NOTE 10. On Hartzell propeller hubs, E10950PCB blades may replace E10950PB blades and E10950PCK blades may replace E10950PK blades in opposing pairs or in complete sets of four.
- NOTE 11. Maximum Zero Fuel Weight is 15,700 Lbs. for airplane serial numbers UE-424 through UE-439 operated per Beech 1900D Airliner FAA Approved Airplane Flight Manual Supplement P/N 129-590000-121.
- NOTE 12. Hartzell hub/blade combinations shown require the installation of Kit 129-9024-1 or Kit 129-9024-3.
- NOTE 13. Hartzell hub/blade combinations shown require the installation of Kit 129-9024-5.

.....END.....